

Shipping

HEAVY FREIGHT NOW EN ROUTE FROM THE ORIENT TO HONOLULU

It has been a good many months since a large consignment of Oriental merchandise and supplies has been forwarded to Honolulu as that stowed beneath the hatches of the big Pacific Mail liner Monoglia that is now on the way from Yokohama to the islands and expected to arrive here on or about November 12.

Twenty-three hundred tons of merchandise and food stuffs from China as well as Japanese ports are destined for discharge at this port with the appearance of the Monoglia at Alakea wharf.

A cable received at the agency of H. Hackfeld and company also announces that the Monoglia sailed from Yokohama the last port of call in Japan with accommodations for one hundred and fifty additional cabin passengers from Honolulu to San Francisco. It is expected that the freight brought by the Monoglia will be discharged within four hours. The vessel should sail for the coast on the morning of November 13 according to present calculations of the agents.

French Plan Floating Palaces for Pacific.

The Messageries Maritimes, better known as the French Mail, are to replace a number of the old steamers of the company for eastern service with steamers from the Bordeaux South American run. The new steamers are the Magellan, Amazon, Cordillere, Chili and Atlantique, sister ships to the steamer Tourane, at present on the Marseilles-Far Eastern service. These steamers have a displacement of 12,000 tons, accommodations for 183 first-class passengers and are well fitted with all modern improvements, including wireless and have a speed of 18 knots an hour.

The first of the new steamers, which the company is constructing for the Far Eastern run, will be the Paul Locat, which was due to arrive at Hongkong from Marseilles October 14, and will sail on the return voyage to Europe November 19.

This steamer has seven decks, electric passenger's elevator, refrigerating rooms, twelve dining rooms and saloons, social hall, music room, smoking room, bar room, reading room and writing room, cafe veranda on the seventh deck, accommodations for 750 passengers, including 350 first-class passengers with 67 single berth cabins and cabins de luxe, the other cabins being double berthed and all of them containing a dressing table, wardrobe, writing table, mirror, sideboard, soft and arm chairs, hot and cold water, and every other convenience the occupant may require.

The vessel has the latest cargo-handling machinery with five hatches which will take in the bulkiest cargo for which she has accommodation for about 8000 tons.

Deep Sea Vessel at the Port.

Today and tomorrow will see large additions to the shipping at the port of Honolulu. This morning the merchant vessels here included the A. F. Coates with lumber from Eureka, the Andrew Welch loading scrap iron and general for San Francisco, the Fearless discharged of a shipment of lumber from Grays Harbor, Melrose leaves discharged of a shipment of lumber brought from Columbia River ports, the Norwegian steamer Promise being discharged of phosphate from Nakateka and the Sophie Christensen ready for sea and destined for Tahiti.

Sparks From the Wireless.

Two steamers enroute from San Francisco to Honolulu were heard from through wireless messages received at this port last night as follows:

M. N. S. S. Honolulu, en route from San Francisco 8 p. m., November 3, 1912—434 miles from Honolulu.

L. I. S. N. C. S. S. Kilauea, en route from San Francisco, 8 p. m., five miles ahead. All well.

Rough Weather off Kauai.

Inter-island officers in the steamer Nihau report rough weather off the coast of Kauai. The steamer returned yesterday with but little cargo owing to the boisterous seas which prevented the working of freight from the vessel to shore, and the handling of the small boats. The Nihau was obliged to lay off Kilauea for three days awaiting better weather.

China Has Very Small Cargo For Island.

About ten tons of mainland cargo will be discharged at Honolulu upon the arrival of the Pacific Mail liner China from San Francisco on or about November 8. The vessel left the coast Saturday afternoon and in addition to states mail may land a few passengers.

Guernsey to Lead at Eureka.

Captain Sorenson cleared his command, the Norwegian steamer Guernsey, for Eureka, Calif., and that vessel sailed for the California port yesterday morning. During the stay at Honolulu the Guernsey was the scene of much trouble between

the skipper and a member of his crew. One fireman is now locked up here with a charge of using a deadly weapon filed against his name. Captain Sorenson claimed before leaving that further threats had been made against him by one or two others who were included in the crew list. The Guernsey had been discharged of five thousand tons Australian coal while at the port. The vessel is understood will proceed to Eureka, there to load lumber destined for the Antipodes.

Here's a Chance for Lonely Bachelors.

NEW YORK, Oct. 19.—Much interest centered around the steamship Cleveland, which sailed today on a cruise around the world, lasting 110 days, with San Francisco as the last port of call. Aboard the Cleveland, among other passengers, were forty-two widows and eighteen bachelors. Rev. Dr. C. C. Champlin of San Francisco is also aboard, which fact may be an aid to any sudden romance developing aboard the ship during the long journey.

The passenger list of the Cleveland includes Mrs. Herman Kooser of San Jose and Mrs. Clara Staffler of Santa Cruz. Mrs. R. J. Smith of Portland, Or., is also a passenger.

Scrap Iron Is Slow Cargo.

The crowds of stevedores that swarm about every available bit of space aboard the old reliable bark Andrew Welch, rushing with breakneck speed to load the windjammer with its valuable shipment of Hawaiian products, are making rather slow progress in placing the last of the cargo beneath the hatches. While little of the freight to be forwarded to the coast in the bark may be considered of a perishable nature, much care is being exercised in stowing it away. It was with unfeigned delight that the skipper and the agents learned that while tomorrow is the date set for territorial elections it is not a legal holiday, thereby insuring against a tremendous bill for "overtime" to the army of workers who are striving to assist in the dispatch of the vessel for San Francisco on Thursday.

Rough Weather Delayed the Virginian.

Rough weather at the port of Hilo caused nearly one week's delay in the departure of the American-Hawaiian freighter from that port. The Virginian carried in transit a large quantity of railway material including iron and steel for bridges and other lines of construction. This cargo proved too heavy to be handled with a high sea running and the difficulty experienced in getting lighterage alongside the vessel. Thirteen hundred tons freight were finally discharged before the Virginian resumed the voyage to San Francisco.

Uprising at Inter-Island Wharf.

An uprising at inter-island wharf this morning at which even the police were powerless to put down, finally received attention at the hands of Captain Foster, harbor master. Old Salt instead of old wine was the cause of the upheaval, discovered by Harbor Officer Carter and reported to headquarters by that official. The heat from the sun caused the swelling of several hard wood blocks in the flooring of the approach to the wharf. A large, well-developed "blister" resulted, which necessitated the removal of some of the paving and the relaying of the same.

Transport Thomas an Election Day Visitor.

From Manila by the way of agassaki, Japan, the United States army transport Thomas will be an election day visitor according to latest advice received at the offices of the local quartermaster department. The Thomas is bringing a full complement of first and second class passengers from the Philippines enroute to the mainland. The Thomas is to berth at Oceanic wharf, and should be off the port by seven o'clock Tuesday morning.

Freight received by the arrival of Inter-island steamers yesterday included a quantity of empanoles, 16 bales hides, 20 sacks coconuts, 165 cases honey, 381 sacks rice and 145 packages sundries in the Kilauea. This vessel met with a fair passage from Kauai ports.

The Mikahala brought 52 bales hides, 20 sacks coconuts, 165 cases pigs, 24 hogs, 29 sacks paddy, 1278 sacks Keawa beans, 3 cords firewood, 154 packages sundries, 100 sacks charcoal and 10 sacks coffee. The Mikahala met moderate seas and trades. The steamer Maui has been discharged of 6728 sacks sugar, and 79 head cattle from Hawaii ports.

The Pacific Mail liner from Hongkong by the way of Japan should arrive off the port this afternoon. The vessel has one hundred and fifty tons Oriental freight for discharge here, six hundred tons coal will be supplied the Nile before the vessel departs for San Francisco.

Wilhelmina at Richard Street Wharf.

For the first time, the Matson liner Wilhelmina went along side the new Richard street wharf this morning. The presence of a quantity of sugar, destined for the coast, and to be transported to the California refineries in the Wilhelmina was the occasion for the rather novel departure in the movements of the Matson vessel.

The Wilhelmina is taking on considerable freight for the mainland. Seventy passengers have been booked for the coast in the popular vessel that is to get away at ten o'clock Wednesday morning. The Territorial band having been disbanded while on vacation bent, will probably participate in a concert at the Hackfeld wharf at the departure of the Wilhelmina.

Fearless Now Ready for Sea.

The American schooner Fearless that arrived on October 2 with lumber for the City Mill company has been discharged and the vessel has been made ready for sea. The fear less it is expected will sail for a sound port today.

HONOLULU REPORT

HONOLULU, November 4, 1912. The following wireless message has been received by the Agents of the S. S. Honolulu bound for Honolulu. S. S. Honolulu, 8 p. m., Nov. 3, 1912, 874 miles from port. Smooth sea; all well.

For Honolulu:—38 passengers, 326 bags mail, 420 W. P. X. matter, 20 automobiles, 4600 tons cargo.

For Kahului:—486 tons cargo. 68 bags mail for Australia. Ship will arrive Wednesday morning and dock at the Hackfeld wharf.

Change of Color for All Marking Buys.

VICTORIA, Oct. 25.—The Canadian marine department has decided to paint all the beacons and buoys in British Columbia waters white instead of red. During her trip in the north the Quadra has repainted all the aids there, and when she and the Newington go to the west coast of this island the beacons there will also have their color changed. Mariners say that they can pick up a white object not only in fine weather, but also in fog at a greater distance than one painted red. The Sandheads lightship is still in port and it will be several weeks before she will be towed to her old position at the mouth of the Fraser. In the past the lightship has only sounded a bell in foggy weather, and this could not be heard at any great distance. The new diaphone, however, will carry for several miles and prove an important aid to the masters of the ferry steamers. Following the plan of the department, the masts and upper works of the Sandheads craft are being painted white. Work is progressing favorably with the erection of the new diaphone on Cape Mudge. It will not be long before this fog alarm is in operation. The damage done to the British Columbia Express Company's steamer B. X. when she was impaled on a rock in the Fraser river on September 14 is more serious than was at first thought. Her frame is warped and she is badly strained generally—so much so that her paddlewheels almost show clear above the water line. It will be impossible to put her in commission again this season.

Many Applicants for Commander of Junk. At least a dozen well known China coast navigators of vessel masters entered the lists as applicants for the command of the Chinese junk Ning po, which has been sent across the Pacific from Shanghai to Los Angeles, following two unsuccessful attempts to sail the venerable craft. When the Ningpo sailed away on her first attempt nearly all the Far Eastern skippers declared: "She will never make it. If anybody could get her across Captain Scurr is the man, but she is too old to stand the continuous strain of a long voyage." Captain Scurr said: "She is as good as new. The voyage is going to be just a pleasure cruise." Captain Scurr came back and then he came back again. The last time he said: "The old junk will never stand the strain. She opens up in just an ordinary wind and would go to pieces."

Now the situation has become reversed. Captain Scurr has given it up and the Whangpoo skippers are all applying for the job to take her back for Smashing of Records. All trans-Pacific records are expected to be broken when the Canadian Pacific railway puts its two new steamers, the Empress of Asia, and the Empress of Russia, into service. The Empress of Russia, the first of the vessels to be completed, was launched two weeks ago at the yards of the Fairfield Shipbuilding and Engineering Company at Glasgow. In all probability, the record held by the Empress of Japan will be lowered as soon as the new ship goes into commission.

The Japan made the run between Vancouver and Yokohama in 10 days, 10 hours and 4 minutes, and between Vancouver and Hongkong in 17 days, 10 hours and 16 minutes, inclusive of stops. The Japan has a contract speed of 18 knots on the measured mile and 16 knots on a sea trip, while the two new ships are designed for a speed of 20 knots. The owners think the Empress of Russia will clip a whole day from the record.

Means Increase in Size of Fleet.

Much rumor and speculation has been silenced by the announcement of Sir Thomas Shaughnessy, president of the Canadian Pacific Railway, that the putting into commission of the railway's two new steamships, the Empress of Asia and the Empress of Russia, on the Pacific Ocean will not be the signal for the withdrawal of the present steamships operated by the company between Canada and the Orient. This means that when the Empress of Russia and the Empress of Asia are delivered at Vancouver the Canadian will have five liners operating between Canada and Japan

and China—the four Empresses and the Montague. This will allow the Canadian Pacific to give fine service on the Pacific, both from the point of accommodation offered and from the duration of the voyage.

San Francisco Learns of Storms Ravages.

Alarming reports concerning the heavy weather experienced at sea by the Oceanic liner Sonoma and the Matson Navigation steamship Wilhelmina were received at San Francisco through wireless messages relayed from the Sonoma through the Sierra are said to have been incomplete. The news of the death of Joseph Watson Ingalls, boatswain in the Sonoma was received with much regret in coast circles. Every person on board the Sierra had an opportunity to observe the plight of the Wilhelmina Thursday afternoon when the steamers passed about five miles apart. Every marine glass on the Sierra was in demand and the Wilhelmina could be plainly seen as she plowed through the mountain waves which broke over the bow and kept the lower decks completely submerged. At that time the following message was flashed from the wireless of the Wilhelmina and recorded by the Sierra: "Seas breaking over the ship. Spray sweeping clean over the superstructure and nearly all of the deck cargo washed overboard. Some damage done including the smashing of our rails. Ship and passengers are safe. We are steaming ahead at half speed."

Veteran Master Gets Big Liner. VICTORIA, Oct. 13.—Rumors have it that Captain Beetham, master of the Royal Mail steamer Empress of India, will be made commander of the new Canadian Pacific Mail liner Empress of Russia, which was launched a few days ago on the Clyde. When the India returns here early next December from the Orient, Captain Beetham will leave the vessel and proceed to England to take charge of the Russia, which will leave early in the new year for Hongkong to commence service in the trans-Pacific trade. Captain Beetham is the senior captain in the Canadian Pacific railroad's Pacific fleet. Captain Davidson, master of the Montague, will be selected to fill his berth in the India. When the Empress of Asia is ready for service Captain Robinson, master of the Empress of Japan, will become commander. It is not known who will be master of the Japan or Montague, but no doubt it will mean promotion for some of the chief officers in the trans-Pacific trade.

Taking a lesson from the Titanic disaster, the Canadian Pacific railroad has decided to equip its trans-Pacific liners with more lifeboats. The Empress of India is the first to arrive here with the increased life-saving equipment aboard. While the India was at Hongkong ten semi-collapsible lifeboats were placed aboard the vessel, and now the steamship is well able to provide for the safety of all the passengers her license permits her to carry.

Captain K. Noda of the Nippon Yusen Kaisha liner, Yokohama Maru, says that his company is obliged to turn away freight offered at both ends of the run, and has decided to place in the Puget Sound service two boats on the European route, the Kamo Maru, 8524 tons, and the Tanga Maru, 7463 tons. The Tanga Maru and Inaba Maru, smaller boats, now plying across the Pacific, probably will be withdrawn. An unconfirmed rumor is current in Kobe of the building of a 10,000-ton liner for the Puget Sound service. Two big boats for the European trade are on the stocks in Japanese yards.

Per str. Kilauea, for Kau ports, Nov. 5.—J. W. Brining, Mr. and Mrs. R. W. T. Furvis. Per str. Mikahala, for Maui and Molokai ports, Nov. 5.—J. Marse. Per M. N. S. S. Wilhelmina, for San Francisco, Nov. 6.—W. H. Miller, J. O. Crane, T. E. Beady, J. S. de Mena, Miss K. Walker, Miss S. Walker, J. A. Johnson, Lieut. Murray, Andrew Poepe, E. Kaai, Mrs. Cruickshank, Miss Cruickshank, Mrs. Johnson's maid, Mrs. A. M. Silver, Miss M. E. Miller, Mrs. C. E. Miller, W. F. Markham and wife, Mrs. A. Gurnsey, Mrs. W. Klepp, C. J. Irish and wife, Mrs. C. Rosenkrantz and children, Mrs. R. T. Guard, Mrs. C. Wolters, Dr. Sheppard and wife, J. A. Johnson and wife, Miss Lindsay, B. J. Schmidt and wife, Miss Sadie Murray, Mrs. Maxwell Murray, Mrs. King, W. J. Pierce, K. Barnes, O. J. Katz, H. M. Diggs.

PASSENGERS BOOKED

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WANTS

WANTED. Furnished cottage, one bedroom, small kitchen, in good location, not over \$25.00 per month, near town on car line. Also unfurnished cottage, two bedrooms, near carline, for \$15.00 per month. Address P. O. Box 30, 5384-2t.

Second-hand rowboat. M. Perry, Kailua, Molokai. 5384-1m.

HELP WANTED.

Stenographer wanted. Apply Wall, Nichols Co. Ltd. 5384-2t.

LOST.

Cushion from automobile, single rumble seat, red upholstery. Finder please leave at Royal Hawaiian Garage. 5384-2t.

HARBOR NOTES

The Transport Thomas from Manila by the way of Nagasaki, Japan, will berth at Oceanic wharf upon arrival Tuesday morning.

The Matson Navigation freighter Hyades with a large general cargo from San Francisco and sound ports may arrive here on Tuesday.

It is the present intention of T. H. Davies and Company to dispatch the Canadian-Australian liner Makura for Vancouver and Victoria on Tuesday evening.

The inter-island steamer Nihau is to be dispatched for Kauai, covering the route of the Oceanic, the vessel departing for the Garden Islands at five o'clock tomorrow.

After a brief visit at Hilo, the Matson Navigation liner Wilhelmina returned to Honolulu this morning. The Wilhelmina was discharged of a thousand tons general cargo brought down from the coast.

Freight and mail for Kipahulu, Molokai, Kaupo, Kawaihae and Mahukona will be dispatched in the steamer Iwawani, sailing at noon tomorrow. According to announcement the Nohau will be dispatched for Kilauea tomorrow afternoon, the vessel carrying general cargo.

PASSENGERS ARRIVED

Per str. Mikahala, from Maui and Molokai ports, Nov. 3.—M. A. Brown, J. A. Gilman, Judge Andrade and servant, E. Murphy, H. Fernandez, Rev. C. D. Williams, Rev. Kong Yin Yet, Fong Lee, Miss Ester Hui, A. V. Ingram, wife and servant, Mrs. Simile and child and 38 deck.

Per str. Kilauea from Kauai ports, Nov. 3.—Miss M. Wilhelm, Miss M. A. Gilbert, Miss Malama, J. O. Crane, D. W. Douthitt, F. H. Wichman, F. N. Peterson, Mrs. Peterson, L. Wah Chong, J. S. Marques, W. N. Cooper, Mrs. Menefoglio, Mrs. Bentman, Master Bentman, Dr. Derby, Mrs. Ratha, Mr. Ratha, Mr. Huebner, Mrs. Hamauka, Miss Hamauka, R. J. Baker, F. C. Waldron, Mrs. Hendricks and 53 deck.

PASSENGERS DEPARTED

Per str. Mauna Kea, for Hilo via way ports, November 2.—J. E. Hughes, Geo. Samuels, F. J. Lindeman, Mrs. David Kawala and infant, Miss K. Kallia, Prof. Jaggar, Chas. S. Curran, Wm. Lennox, C. Bomke, H. Bishop, B. E. Heilbron, E. E. McClure, H. E. Hoffman, Mr. and Mrs. A. T. Fowler. Per str. Mauna Loa, for Kona and Kau ports; Nov. 2.—Mrs. J. A. Magoon, Miss E. Magoon.

Lumber made up the cargo shipped in the American schooner Nakomia that is reported to have sailed from Astoria with destination at Kahului. The vessel left the Columbia river on Saturday.

It is rumored that the condition of Grand Duke Alexis, the crown prince of Russia, as a result of his recent accident, is very serious.

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TROUBLEMAKERS LEFT BEHIND IN HONOLULU

Five men who arrived from Australia as firemen or sailors in the Norwegian freighter Guernsey, did not continue the voyage to Eureka, Calif., when the vessel departed for the coast early yesterday morning.

Two of the Guernsey's men are alleged by the police as trouble-makers and at the instance of Captain Sorenson, were paid off before he sailed for the California lumber port. In the place of these men several old timers on the beach were signed on for the passage.

Labona, who participated in the spectacular attempt to shoot the skipper of the Guernsey at the inter-island wharf some days ago, and who is now in the city and county jail awaiting a hearing before the circuit court, is believed to have had one or more sympathizers among the crew in that vessel. The elimination of five men is expected will insure Captain Sorenson a passage to the mainland fraught with less trouble than the voyage from the colonies to Honolulu some weeks ago.

The cargo destined for discharge at Honolulu amount to 4000 tons while in transit there is 436 tons for Kahului.

Sixty eight sacks mail will be sent on to the Antipodes in the Maruma. The Honolulu docks at Hackfeld wharf.

ARRIVED

Sunday, November 3. Maui, Molokai and Lanai ports—Mikahala stmr. a. m. Kailua ports—Kilauea stmr. a. m. Monday, November 4. Hilo—Wilhelmina M. N. S. S.

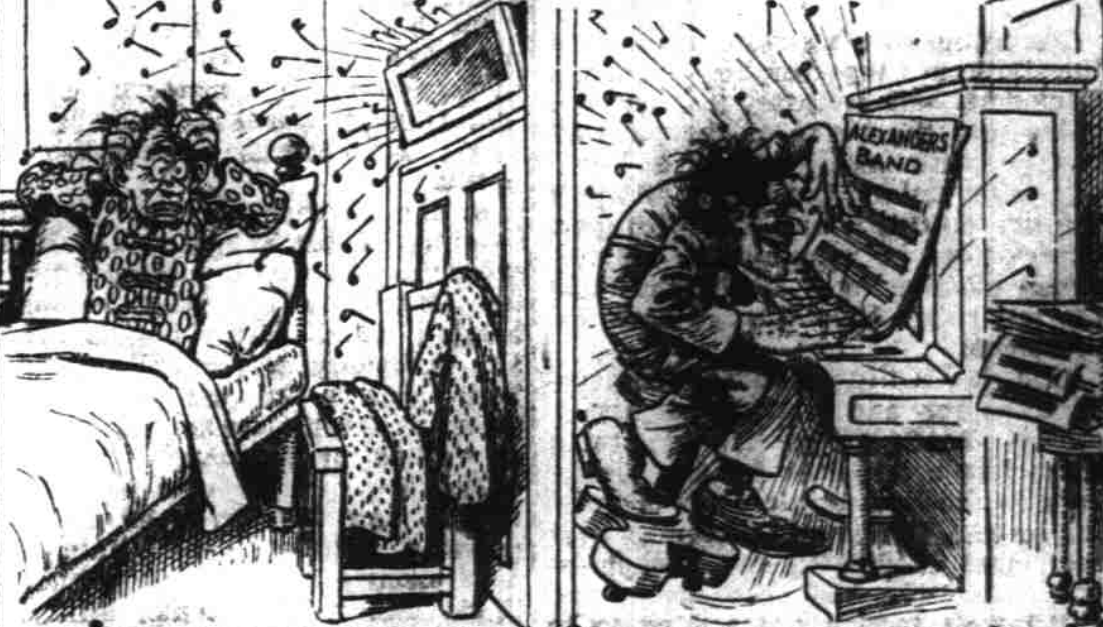
DEPARTED

Sunday, November 3. Eureka, Calif.—Guernsey Nor stmr. a. m.

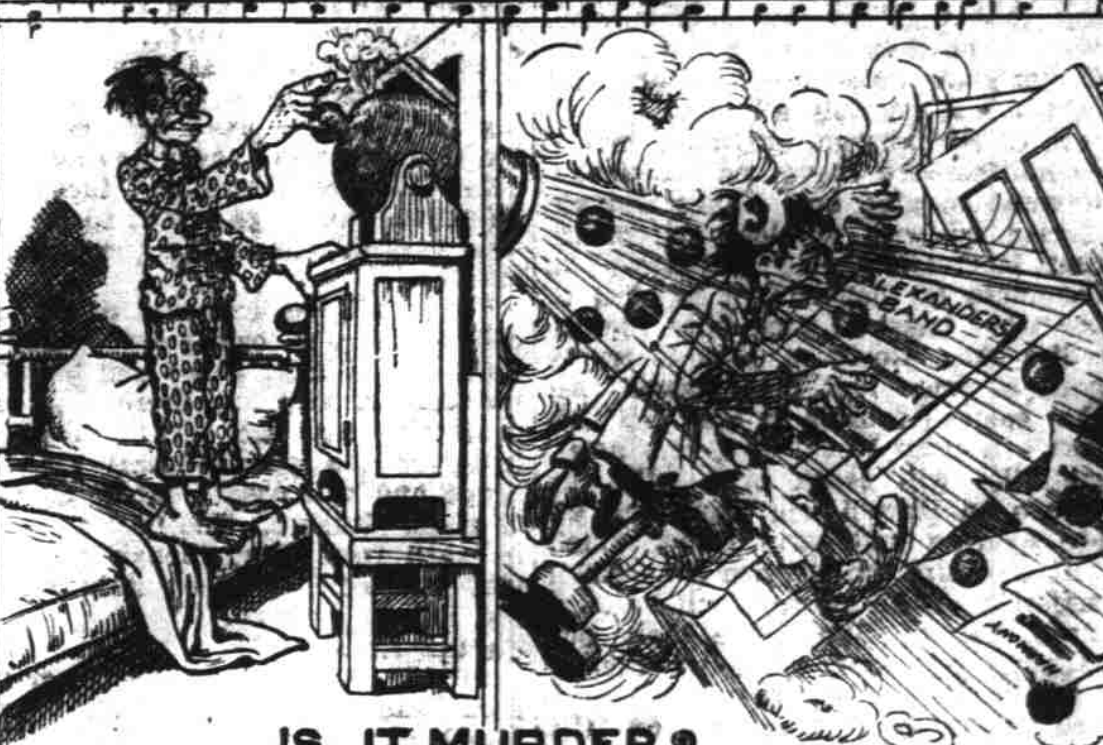
THE OUTLET

PERPETRATED BY WALT McDUGALL

A LEGAL PROBLEM.



FURTHERMORE Which is worse murder or piano-playing by night? If a man who wants to sleep rises in his wrath and slays a man who wants to play a piano after eleven P. M. should the slayer be punished or get a pension? Also, is it a crime or a benevolent act to bring a parrot's neck? Isn't a whistling office-boy better when buried? Has a woman who uses musk or similar scents any right to beat large? And, while we're at it, if stealing is a felonious offense what should be done to McInnes who has stolen nineteen bases this season? A man who would steal bases would swipe a pedestal or even a base-burner! The Bughouse follows the Piano-factory, Goethe.



IS IT MURDER?



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